

FAASTeam presents:

Invitation Only Event Avex annual seminar topic Single Pilot Task Saturation

Jeremy Ganivet, Pratt and Whitney PT6A Engine Update & Best Practices: Jeremy Ganivet is an Aircraft Maintenance Engineer with over 15 Years of experience. He has worked for three major Canadian aerospace companies in all three key business sectors: Bombardier Aerospace, Air Canada and most recently with Pratt & Whitney Canada. Jeremy works in the PT6 customer support function in charge of the Daher/TBM program. Jeremy will speak on the PT6A engine update and best practices.

Charlie Holomek, DAHER: As task saturation becomes greater performance decreases and the number of errors increases. These issues can be compounded by many factors such as not properly identifying maintenance issues. Charlie Holomek, VP of Customer Support at Daher will be going over what you, as a TBM pilot, should familiarize yourself with as it pertains to maintenance procedural non-compliance and risks.

Walt Adair, TSI: Walt is a lifelong pilot soloing at age 16, he has logged over 11,000 flight hours. Of his 8,900+ hours in turboprop aircraft 7,600 hours have been in Socata TBM series aircraft. He has given over 5,000 hours of flight instruction in TBMs and more than 12,000 hours of classroom training on its systems and

Event Details

Sat, Apr 16, 2016 - 08:00 PDT

New Avex Inc.

205 Durley Ave.

Ste. A

Camarillo, CA 93010



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Representative Byron Duane Guynn

procedures. He holds a Bachelor's Degree in Business and is a graduate of the California Command College. Walt has ATP, Commercial, CFII, and MEII certificates. During his career he has logged PIC time in 59 different models of GA airplanes.

Walt will speak on measures that can be taken to help avoid task saturation and what pilots can do to stay in command.

Rick Killmon, What to Expect from ATC in an Emergency: Rick will go over what Air Traffic Control protocol is when a pilot declares an emergency. He will cover his role as a controller and what you, as pilot in command, can expect from them and vice versa. Too many pilots get saturated and think they can rely on the air traffic controller to talk them down or fly their plane for them. Hear what the reality is and what you need to know and expect in this situation.

Rick Killmon has over 30 years working with the FAA, 15 of those years being an air traffic controller. In addition to his time with the FAA he has worked for Pam Am International Flight Academy investigating accidents and as a Professor for Broward College's aviation department.

Terry Winson, Task Saturation & How it Contributes to Accidents: Terry Winson is the

Director of Sales and Co-founder of AVEX. Terry has played an influential part in the TBM community for the last 16 years, and is a Founding Member and Safety Chair of the TBMOPA. From advocating for improved TBM owners' insurance and training options to promoting TBM safety programs. Terry will talk on how single pilot task saturation was a precipitant cause in TBM accidents and what actions should have been taken to prevent the accidents. He will discuss how task saturation develops in a typical scenario, how to recognize the onset of task saturation and how to manage your flight operations when you recognize that you are task saturated. Understanding the key elements of this discussion are essential for safe operations, particularly in a fleet with ageing pilots. During his talk Terry will give you tools to aid in managing task saturation that will help you continue to enjoy flying as you grow older.

Michael Maya Charles, Author "Artful Flying": Michael Maya Charles began flying at age 11 and worked for a small FBO as a line boy long before he had a driver's license. By the time he was 21, he had earned an ATP and CFII with over 4,000 hours. He has managed a Part 141 flight school, owned two charter companies, served as chief pilot for several corporations, and flew a quarter

century for the airlines, where he was part of the team that launched the CRM department, and served as a check airman in the venerable Boeing 727.

Now in his 43rd year as a professional pilot, Michael has flown more than 200 aircraft types over 22,000 hours — about half in general aviation singles, twins, jets, turboprops and helicopters. Though he retired a few years ago as an international MD-11 captain for a major airline, he still passionately instructs in both fixed and rotary wing, specializing in tailwheel/stick & rudder flying, and Real-World IFR mentoring. A prolific writer, Michael was a columnist, then editor-in-chief for FLYING Magazine; and has contributed words and pictures to AOPA Pilot, Vertical Magazine, and AvWeb. He has been called upon for expert commentary by CNN, The Wall Street Journal, and other leading publications. His book, “Artful Flying, Turning Your Passion for Flying into a Lifetime of Excellence,” invites you into deeper levels of engagement.

Today, Captain Maya Charles is going to take us on a fun, experiential journey into Human Performance in his talk entitled, “I know...”

Directions: All day Event will be held at Avex hanger 205 Durley Ste. A Camarillo, CA 93010. (This is a Invitation Only event.)

A message from the National FAASTeam Manager

Invite a fellow pilot to the next WINGS Safety Seminar in your area.

Sign up for the FAA's safety services at www.FAASafety.gov!

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.